



**DEPARTMENT OF THE NAVY**  
**USS TRENTON (LPD-14)** ✓  
**FPO NEW YORK 09588-1716**

5750  
Ser 096

**27 MAR 1987**

From: Commanding Officer, USS TRENTON (LPD-14)  
To: Director of Naval Yard (OP-09BH), Washington, D.C. 20374-0571

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command Organization and 1986 Highlights  
(2) Chronology of Events  
(3) Welcome Aboard Pamphlet  
(4) Change of Command Pamphlet  
(5) Ship's Photo  
(6) Commanding Officer's Photo  
(7) Family Gram

1. In accordance with reference (a), enclosures (1) through (7) are forwarded.

(b) (6)

by direction

COMMAND ORGANIZATION AND 1986 HIGHLIGHTS

1. Mission: To provide fast transport of marines and their combat equipment and rapidly land them ashore by vertical envelopment and board waves.
2. Commanding Officers: Captain Robert L. Cooper, 1 January to 24 February and Captain Robert J. Reader, 24 February to 31 December
3. Homeport: Norfolk, Virginia
4. Command Association: Under administrative and operational command of Commander Amphibious Squadron 12, 1 January to 6 May and November to 31 December. Under operational command of Commander Amphibious Squadron 2 from 7 May to 24 November.
5. Unit under operational control: LCU - 2 from 7 May to 4 November
6. Deployments: 6 month deployment to the Mediteranean
7. Special Topics:
  - a. Public Relations:
    - (1) Change of Command 24 February
    - (2) Shipboard reception for the American consulate general, his wife and other French VIP's while in Marseille, France
    - (3) Hosted Turkish press during exercise display determination
    - (4) Hosted JNROTC during one day cruise
    - (5) Ship's childrens Christmas party at Little Creek Amphibious base theater
  - b. Statistics:
    - (1) Ships fuel burned: 3,219,924 F76
    - (2) Engine miles traveled: 14,532
    - (3) Safe flight deck evolutions: 1,840
    - (4) 20,000 accident free flight deck landing on 19 September
    - (5) Underway replenishments: 10
  - c. Special Certification/qualifications:
    - (1) Passed Operational Plant Propulsion Examination
  - d. Special Awards:
    - (1) Bronze Anchor award for high retention throughout 1986

ENCLOSURE [11]

## Chronology

6 Jan - 22	Torpedo training exercise (phase I and II) and port visits to Newport, Rhode Island and Boston, Massachusetts.
19 Mar - 4 Apr	Participation in Marine Amphibious Ready Group 86
6 May	Depart Norfolk (Med 2 - 86)
7 May	Onload marines and equipment Morehead City, N.C.
21 May - 23	Arrive Rota Spain and turnover with USS Ponce (LPD-15)
25 May	Unrep with USNS Neosho (T-AO-143)
26 May - 30	Sierra Dorétin training anchorage
31 May - 6 Jun	Port visit Palma Maorcca
7 Jun - 10 Jun	Towing exercise with USS Charleston (LKA-113), unrep with USS Neosho (T-AO-145), Vertrep with USNS Rigel (T-AF-58)
11 Jun - 14 Jun	Capo Touladao training anchorage - phase I Ex. Tridente
16 Jun - 18 Jun	Port visit Palermo, Italy and RAV
19 Jun - 26 Jun	Phase II - Ex. Tridente
25 Jun	Unrep with USNS Pawcatuck (T-AO-108)
27 Jun - 7 Jul	Port visit Venice, Italy
7 Jul - 8 Jul	Adriatic Ops
8 Jul	Unrep with USS Concord (AFS-5)
9 Jul - 12 Jul	National Week and NEO-OPS exercise
14 Jul	Unrep with USNS Neosho (T-AO-143)
15 Jul - 27 Jul	Port visit Palermo, Sicily and RAV
29 Jul - 21 Aug	Port visit Naples, Italy
22 Aug	Unrep with USNS Rigel (T-AF-58)
24 Aug	Unrep with USS Detroit (AOE-4)
27 Aug - 19 Sep	Port visit Marseille, France and RAV
22 Sep - 14 Oct	Exercise Display Determination
15 Oct	Unrep with USS Savannah (AOR-4) and USNS Neosho (T-AO-143)
19 Oct - 22 Oct	Arrive Rota, Spain and turnover with USS Raleigh (LPD-

USS TRENTON (LPD-14)

22 Oct - 24 Oct OPPE

3 Nov Arrive Moorehead City, N.C. for offload

4 Nov Arrive Norfolk, Va.

3 Dec Depart Norfolk and Arrive Yorktown, Va. for Ammo -  
offload

5 Dec depart Yorktown and day cruise for JNROTC to  
Portsmouth, Va

5 Dec - 31 Dec Arrive Portsmouth, Va. and Overhaul at Moon  
Engineering

FROM: Public Affairs Officer, USS TRENTON (LPD-14)  
TO: Director of NAVAL History (OP-09BH)  
WASHINGTON NAVY YARD

SUBJ: INPUT FOR USS TRENTON COMMAND HISTORY  
1986

1. THE ENCLOSED photos (8) And messages (3)  
Are submitted for inclusion in our Command History  
for 1986.

Sincerely

PUBLIC AFFAIRS OFFICER  
USS TRENTON (LPD-14)  
FPO NY 09588

(b) (6)

LT

USNR

FM: NEDG TO: NNHU OLRG	SBMSS TGO S/S SID.
J. O. D. 12273 NNHU 12283 13 MAY	INITIALS MLK

RITUZYUW RULYEDG 0340 1331145-0000--RULYSUU.

ZNR UUUUU

R 131145Z MAY 86

FM USS TRENTON

TO COMPHIBRON TWO

INFO USS CHARLESTON

BT

UNCLAS //N04790//

SUBJ: HEAVY WEATHER DAMAGE

A. USS TRENTON 101950Z MAY 86

1. POST STORM ASSESSMENT INDICATES EXTENT OF DAMAGE IS AS REPORTED REF A. ALL DAMAGE REPORTED CAN BE REPAIRED BY S/F WITH THE EXCEPTION OF THE ACCOM LDRS AND THE FWD JP-5 FUELING STATION. RECOMMEND THE FOL TO EFFECT THESE REPAIRS.

A. ACCOM LADDERS. PRESENTLY BOTH LADDERS ARE UNUSEABLE. THE PORT LADDER ITSELF IS ONLY GOOD PIECE. IVO SES VAN ON PORT QUARTERDECK WOULD PREFER TO HAVE LADDER RIGGED TO STBD. PROPOSE TRENTON USE PIER CRANE IN ROTA TO MOVE PORT LADDER OVER TO STBD SIDE, AND BORROW LOWER PLATFORM AND H-FRAME FROM CHARLESTON. WE WOULD THEN HAVE OUR OTHER LADDER REPAIRED AND NEW H FRAMES/PLATFORMS MADE DURING RAV PALERMO. OTHER OPTION WOULD BE TO SWAP ENTIRE LADDER ASSEMBLY WITH PONCE OR OTHER OUTCHOPPER, AND LET HER CARRY OUR TWISTED LADDER TO CONUS FOR REPAIR.

B. JP-5 FUELING STATION. LOSS OF THIS STATION DOES NOT IMPACT ON FUELING A/C ON SPOT ONE DUE TO CAPABILITY TO REFUEL USING BOAT REFUELING STATION. S/F WITH INDUSTRIAL ASSISTANCE CAN EFFECT REPAIRS. AGAIN THE OTHER OPTION IS TO REMOVE THE ENTIRE STATION FROM PONCE.

BT

#0340

*JSL*

*CO/OPS/COMM/RMC/TIC(SUP)/JSL*

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FM: NEDG TO: OLRG	SRMSS ICG SIS
2117Z 10 MAY	INITIALS HJP

PTTUZYUW RULYEDG0266 1301950-UUUU--RULYSUU.

ZNR UUUUU

P 101950Z MAY 86

FM USS TRENTON

TO COMPHIBRON TWO

BT

UNCLAS //N000000//

SUBJ: HEAVY WEATHER DAMAGE

A. 1. THE FOLLOWING DAMAGE WAS SUSTAINED BY TRENTON DURING HEAVY SEAS.

A. STB ACCOM LADDER

1. PLATFORM HEAVILY DAMAGED
2. H-FRAME LOST
3. HOISTING WIRE PARTED
4. PIE PLATE DAMAGE ALONG WITH ACCOM LADDER ATTACHMENT POINTS
5. 4 STEPS TWISTED
6. LOWER ROVER STEP GUARD LOST
7. J BOLTS USED FOR SECURING AT LADDER EITHER BROKEN, TWISTED OR LOST.

B. STB QTR DECK

1. HANDRAILS BENT AND BROKEN OFF.

C. PORT ACCOM LADDER

1. PLATFORM LOST
2. H-FRAME LOST

D. TROOP LIFE JACKET LOCKERS.

1. 4 IN STBD CATWALK HEAVILY DAMAGED
2. 1 IN PORT CATWALK DAMAGED.

E. FORCASTLE

1. ANCHOR WINDLASS CONTROL STATION WINDSHIELD AND FRAME ASSEMBLY DAMAGED.
2. ONE HANDRAIL BROKEN
3. VERTICAL STOW LINE REEL DAMAGED

F. FLIGHT DECK AREA

1. FWD STBD JP-5 FEULING STATION COMPLETELY DESTROYED
2. FWD STBD CATWALK AFFF FIRE FIGHTING SYSTEM DAMAGED. — REEL WONT TURN
3. JETTISON RAMP TORN OFF HINGES. — S/F
2. CONSIDER MAJORITY OF REPAIRS TO BE WITHIN SHIPS CAPABILITY WITH EXCEPTION OF ACCOM LADDERS AND JP-5 FUELING STATION.
3. REQUEST ADVISE IF YOU WILL SUBMIT CONSOLIDATED REPORT OF DAMAGE OR DESIRE INDIVIDUAL SHIPS TO REPORT.

BT

#0266

CO/ XO/ OPS / DECK / COMM / RMC / IT / S / SW  
JSL

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ACK'D

PR1 03299 SMN024478 F  
TOP 232200Z TOP 232202Z  
VZCZCLOA057

~~CONFIDENTIAL~~

PRIORITY  
231800Z MAY 86  
LOA000057

PTTCZYUW RUFREDG0544 1431800-CCCC--RUFRSUU.

ZNY CCCCC

P R 231800Z MAY 86

FM USS TRENTON

TO COMPHIBRON TWO

INFO COMPHIBRON TWELVE

BT

~~CONFIDENTIAL~~ //N04790//

SUBJ: STORM DAMAGE REPAIRS (U)

REF A. USS TRENTON 181425Z MAY 86

1. (C) STATUS OF SUBJ REPAIRS AS DISCUSSED REF A FOLLOWS:

A. PORT LADDER FULLY REPAIRED.

B. STB LADDER UPPER PLATFORM REPLACED WITH OLD BUT USEABLE  
SPARE FOUND ONBOARD. LADDER DAMAGE IS LIMITED TO LOST HANDRAIL,  
FOUR BENT STEPS AND MISSING BOTTOM STEP. LADDER IS NOT TWISTED  
AS ORIGINALLY REPORTED AND FUNCTIONS NORMALLY WHEN CONNECTED TO  
REPLACEMENT UPPER PLATFORM. ENTIRE ASSY IS CURRENTLY ON DECK TO  
FACILITATE REPAIRS. NO PARTS WERE REQUIRED FROM PONCE. REPLACEMENT  
BOTTOM STEP CAN BE RIGGED BY S/F.

C. LOWER PLATFORM REPAIRS WILL BE COMPLETED BY S/F PRIOR TO ARR  
PALMA.

D. H-FRAME SUBSTITUTE HAS BEEN FABRICATED BY S/F USING STEEL VICE  
ALUMINUM FROM ONBOARD STOCK.

E. WILL HAVE USEABLE LADDER EITHER SIDE FOR PALMA PTVST.

2. (C) CTF 63 REPS IN ROTA AGREED TO:

A. FABRICATE: (1) NEW HANDRAIL STB LADDER

(2) TWO NEW H-FRAMES

(3) ONE NEW LOWER PLATFORM

(4) THREE NEW TROOP LIFE JACKET LOCKERS

(5) NECESSARY PIPING TO PERMIT S/F TO REINSTALL  
STBD FWD JP-5 FUELING STATION. FUEL HOSE REEL  
WILL BE REPLACED IF REPAIRS ARE NOT FEASIBLE.

B. DRAWING HAVE BEEN PROVIDE WORK TO BE ACCOMPLISHED COINCIDENT  
TO PALERMO/MARSEILLE RAVS IF NOT SOONER.

3. (U) WILL SUBMIT FURHTER REPORTS ONLY IF ABOVE PLAN IS NOT ON  
TRACK.

DECL: 30 SEP 86

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CO XO OPS ADPS CIC CIGU ADM AIR CCU CHAP COMM DECK DEN EMO  
ENG MED MCP NAV PERS RMC SUP 3M OOD TC GMF CUI CT ACU SPV SG INT

~~CONFIDENTIAL~~

PRIORITY  
231800Z MAY 86



OTTCZYUW RULYENAE161 1361426-CCCC--RULYSUU.

ZNY CCCCC

O P 161426Z MAY 86

FM COMPHIBRON TWO

TO COMPHIBGRU TWO

INFO COMPHIBRON TEN

COMPHIBRON TWELVE

CTF SIX ONE

ZEN/TWO FOUR MAU

TU TWO TWO PT ONE PT ONE

BT

*Ton 1520Z/16 May 1960/JSC*

*Co, XO, ops, Comm, RMC, TC, J*

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~~CONFIDENTIAL~~ //N00000//

SUBJ: MARG 2-86 STORM DAMAGE ASSESSMENT (U)

A. COMPHIBGRU TWO 151923Z MAY 86 (NOTAL)

B. USS GUAM 132050Z MAY 86 (NOTAL)

C. USS GUAM 140044Z MAY 86 (NOTAL)

D. USS PORTLAND 141956Z MAY 86 (NOTAL)

1. ~~(C)~~ REF A REQUESTED A CONSOLIDATED DAMAGE REPORT FOR MARG 2-86 UNITS DURING RECENT STORM TRANSIT. BELOW LISTING CONSOLIDATES SHIP REPORTS OF SURVEYS DIRECTED BY CPR-2 DURING STORM. OVERALL DAMAGE ASSESSMENT IS THAT MISSION CAPABILITY HAS NOT BEEN SIGNIFICANTLY DEGRADED.

2. ~~(C)~~ THE FOLLOWING STORM DAMAGE REQUIRING OUTSIDE ASSISTANCE OCCURRED DURING ATLANTIC TRANSIT.

A. USS FAIRFAX COUNTY:

(1) STBD BOAT BOOM LOST, SHEARED AT GOOSE NECK. ETR: UNK. NO MISSION IMPACT.

(2) FWD STINGER PLATFORM BASE (LOCATED STBD BOW DOOR): CARRIED AWAY. POSSIBLE SRF ROTA FABRICATION OR MFG REPLACEMENT FROM MARG ASSETS. ETR: 24 MAY. NO MISSION IMPACT.

(3) SPLIT SEAM IN SUPERSTRUCTURE ALLOWING WATER TO ENTER WARDROOM.

UNABLE TO DETERMINE SEVERITY OF CRACK AND LOCATION UNTIL INPORT. ETR: UNK, PROB WITHIN S/F CAPABILITY.

(4) LN-66 ANTENNA ON LCPL REQUIRES REPLACEMENT. ETR: PARTS PLUS FOUR HOURS.

B. USS TRENTON:

(1) ACCOM LADDERS: PRESENTLY BOTH LADDERS ARE DAMAGED AND UNUSEABLE. THE PORT LADDER ITSELF IS THE ONLY GOOD PIECE. RECOMMEND

EXCHANGING ENTIRE LADDER ASSEMBLY WITH PONCE AND LET HER CARRY TRENTON'S TWISTED LADDER TO CONUS FOR REPAIRS. OTHER TRENTON LADDER

CAN BE REPAIRED DURING RAV.

(2) AFT STBD JP-5 FUELING STATION: STATION UNUSEABLE. LOSS DOES NOT IMPACT FUELING A/C ON SPOT ONE DUE TO CAPABILITY TO REFUEL USING BOAT REFUELING STATION. S/F CAN EFFECT REPAIRS WITH INDUSTRIAL ASSISTANCE.

C. USS GUAM:

(1) BOW SAFETY NETS DESTROYED. PRECLUDES USE OF SPOT ONE. SPOT TWO WILL BE ONLY WITH CAUTION. TEMP REPAIRS WITHIN S/F CAPABILITY WITH PERMANENT REPAIR IN RAV.

(2) PORT AND STBD FORWARD CATWALKS ARE BUCKLED. CATWALKS MAY BE USED WITH CAUTION, BUT SHOULD BE REPAIRED OR REPLACED IN RAV.

(3) TWO TRUSS WHIP ANTENNAS CARRIED AWAY. SHIP'S ABILITY TO RECEIVE MULTIPLE FREQS IN 4-12KHZ AND 10-32KHZ RANGES IMPAIRED. REFS B AND C REFER.

(4) ITEMS/EQUIP LOST OVER THE SIDE: EMPTY NIXIE STORAGE BOX, STBD FWD ANCHOR OBSERVATION HATCH, TWO EMPTY AMMO LOCKERS. ONE P-250 PUMP AND ONE MK-6 LIFEBOAT.

(5) THE FOLLOWING ITEMS/EQUIP WERE DAMAGED REQUIRING OUTSIDE ASSIST/PARTS TO REPAIR. PORT NIXIE CABLE, FANTAIL LADDER, SAIL LOCKER SEWING MACHINE, TWO WELDING MACHINES, THREE WESTINGHOUSE TRANSFORMERS, VARIOUS REPAIR LOCKER EQUIP. NO MISSION IMPACT.

D. USS PORTLAND:

(1) LCU-1662: DAMAGE TO PORT/STBD WINGWALLS AND PORT BOW RAMP CABLE ASSEMBLY WHEN D-8 BULLDOZER CRIPES PARTED AND DOZER SLID. ANTICIPATE RESTORATION OF FULL BOW RAMP CAPABILITY PRIOR TO ARRIVAL ROTA. REF D REFERS.

(2) 72-32 USMC TEREX 10,000LB FORKLIFT DAMAGED WHEN DOZER BROKE LOOSE IN LCU 1662: MAJOR DAMAGE. POSS REPLACEMENT REQUIRED. MSSG INTENDS TO INSPECT UNIT IN ROTA AND DETERMINE IF REPAIRS POSSIBLE OR CROSS DECK FROM 26 MAU RQD.

(3) PORT ACCOM LADDER: STRUCTURAL DAMAGE TO THE LADDER INCLUDING

BENT LONGITUDINALS AND BUCKLING OF STEP SECTION/ CROSSMEMBERS, UPPER

PLATFORM CARRAGE MEMBERS AND ATTACHMENTS. ADDITIONAL DAMAGE EXISTS TO FRAME ATTACHMENTS, OUTRIGGER, HANDLING ARM AND LOWER PLATFORM. SHIP RECOMMENDS ATTEMPT REPAIRS DURING RAV AND REPLACE WITH NEW LADDER UPON RETURN TO CONUS.

(4) DIESEL ARC WELDER: DESTROYED. SURVEY IN PROGRESS WITH NO REPLACEMENT.

(5) XEROX 3010 COPIER: DESTROYED. SURVEY IN PROGRESS WITH NO REPLACEMENT.

(6) BLUE RAY MACHINE (SEAL TEAM FOUR CHART COPIER): CASE CRACKED.

OPERABILITY CHECKS PENDING.

E. USS CHARLESTON: NO DAMAGE.

3.(U) DAMAGES WHICH HAVE ALREADY BEEN CORRECTED OR WILL BE CORRECTED BY SHIP'S FORCE INCLUDE: DAMAGE TO JACKSTAFFS ON FFXC AND

GUAM; VARIOUS LIFELINES, RAILS AND SUPPORTS; STARTER ON GUAM MOTOR WHALE BOAT OOC (GUAM HAS TWO MWB'S) AND NUMEROUS WATER INTRUSIONS.

4.(U) ALL OF THE ITEMS REQUIRING OUTSIDE ASSISTANCE WILL BE SUBMITTED FOR THE MED RAVS/CONCURRENT IMAVS.

5.(U) THE OTSR RECOMMENDATION TO PROCEED NORTH OF THE STORM WAS A SURPRISE. MY INSTINCT BASED ON WEATHER DATA AVAILABLE AT SEA WAS TO STAY ON ORIGINAL COURSE OR DIVERT TO THE SOUTH OF THE STORM WHICH WAS ESSENTIALLY STATIONARY. HOWEVER, OTSR WAS PREDICTING SEAS OF 13 TO 22 FEET ALONG THE TRACK, BUT 6 TO 9 FEET LESS BY GOING NORTH. WE WENT NORTH FOR APPROX 24 HRS, BUT CONDITIONS DETERIORATED AND THE TASK FORCE WAS CONSTANTLY SLOWED BY SEAS RISING EVENTUALLY TO 15-20 FEET. AT THAT POINT, I DECIDED TO TURN SOUTH AND OTSR CONCURRED BY VOICE OVER NBSV. OTSR FOLLOWED UP THEIR CONCURRENCE WITH HARD COPY MSG. I DIRECTED TRENTON TO TURN SOUTH AND REPORT HER RIDING CONDITIONS AND OPTIMUM COURSE, WHICH WAS INITIALLY ABOUT 215 DEG. ON TURNING, ALL SHIPS EXCEPT GUAM WERE ABLE TO MAKE IMPROVED PROGRESS WITH BETTER SEAKEEPING ON THE SSW COURSE. MY EVALUATION OF OTSR SUPPORT IN THAT:

(A) THE CALL TO GO NORTH WAS NOT A GOOD ONE AND IT IS DIFFICULT TO SAY "NO" TO AN OTSR RECOMMENDATION.

(B) OTSR ADVISORY MESSAGES WERE ABOUT 24 HOURS APART. CONSIDERING WE WERE ENCOUNTERING A SEVERE GALE, 12 HOUR ADVISORIES ARE RECOMMENDED.

(C) NAVEASTOCEANCEN WEATHER MESSAGES DID NOT APPEAR TO REFLECT THE REGULAR WEATHER REPORT INPUTS WHICH GUAM WAS MAKING. INITIALLY, OUR OBSERVED WEATHER WAS SIGNIFICANTLY MORE SEVERE THAN REPORTED OR PREDICTED AND, AS WE TURNED EAST, WE EXPERIENCED LESS SEVERE CONDITIONS THAN THE SYSTEM WAS TELLING US. IT APPEARED THAT OUR WEATHER REPORTS WERE NOT BEING FED INTO THE COMPUTER PROJECTIONS.

6.(U) WHILE THERE IS SOME ELEMENT OF "MONDAY MORNING QUARTERBACKING" INVOLVED IN THE ABOVE, I BELIEVE THE MATTER SHOULD BE DISCUSSED WITH OTSR IN AN EFFORT TO IMPROVE STORM EVASION TECHNIQUES.

DECL:

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